

APPENDIX XV TO PART 86—PROCEDURE FOR DETERMINING AN ACCEPTABLE EXHAUST REGENERATION DURABILITY-DATA TEST SCHEDULE FOR DIESEL CYCLE VEHICLES EQUIPPED WITH PERIODICALLY REGENERATING TRAP OXIDIZER SYSTEMS CERTIFYING TO THE PROVISIONS OF PART 86, SUBPART R

1. Select exhaust system mileage test points for proposed (prop) schedule.
2. Calculate the sums of the squares corrected to the mean of the system mileages at the proposed test points:

$$A_{\text{prop}} = [\sum(X_p)^2 \cdot ((\sum X_p)^2 / N_p)]_{\text{prop}}$$

Where:

X_p = Individual mileages at which the vehicle will be tested.

N_p = Total number of tests (including before and after maintenance tests).

(Subscript "p" refers to proposed test schedule).

3. The exhaust system mileage tests points at 5,000, 25,000, 50,000, 75,000, and 100,000 miles will be designated as the standard (std) test schedule.

4. Calculate the sums of square corrected to the mean of the standard tests schedule:

$$B_{\text{std}} = [\sum(X_s)^2 \cdot ((\sum X_s)^2 / N_s)]_{\text{std}}$$

Where:

X_s = Individual mileages at which the vehicle will be tested.

N_s = Total number of regeneration emission tests.

(Subscript "s" refers to standard test schedule)

5. Refer to table I and determine t_p at $(N_p \cdot 2)_{\text{prop}}$ degrees of freedom and t_s at $(N_s \cdot 2)_{\text{std}}$ degrees of freedom.

6. If $(A_{\text{prop}})^{1/2} \geq t_p / t_s \times (B_{\text{std}})^{1/2}$ the proposed plan is acceptable.

TABLE I TO APPENDIX XV

Degrees of freedom (N-2)	t
1	6.314
2	2.920
3	2.353
4	2.132
5	2.015
6	1.943
7	1.895
8	1.860
9	1.833
10	1.812
11	1.796
12	1.782
13	1.771
14	1.761
15	1.753

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